



RAILROADS.

LOCAL TIME TABLE.

MISSOURI PACIFIC

NORTH BOUND.		
Arrive.	Leave.	
Laredo and St. Louis.	7:10 a.m.	7:45 a.m.
San Antonio and St. Louis.	7:40 p.m.	8:15 p.m.
SOUTH BOUND.		
Arrive.	Leave.	
St. Louis and Laredo.	8:10 p.m.	8:20 p.m.
St. Louis and San Antonio.	8:10 p.m.	8:40 p.m.

TEXAS AND PACIFIC.

EAST BOUND.		
Arrive.	Leave.	
No. 2 daily.	7:30 a.m.	7:40 a.m.
No. 4 daily.	8:05 p.m.	8:15 p.m.
WEST BOUND.		
Arrive.	Leave.	
No. 1 daily.	7:30 a.m.	7:40 a.m.
No. 3 daily.	8:05 p.m.	8:15 p.m.

TRANS-CONTINENTAL.

SOUTH BOUND.		
Arrive.	Leave.	
Fort Worth, Whitehorse and	7:10 a.m.	7:45 a.m.
Texarkana, Sherman and	7:40 p.m.	8:15 p.m.
Texarkana, Sherman and	8:00 p.m.	8:30 p.m.
NORTH BOUND.		
Arrive.	Leave.	
Texarkana, Sherman and	8:00 p.m.	8:30 p.m.
Texarkana, Sherman and	8:30 p.m.	8:45 a.m.

GULF, COLORADO AND SANTA FE.

SOUTH BOUND.		
Arrive.	Leave.	
Mall and express, daily.	8:50 a.m.	9:10 a.m.
Accommodation, mixed train.	7:00 p.m.	7:20 p.m.
NORTH BOUND.		
Arrive.	Leave.	
Mall and express, daily.	8:45 p.m.	9:05 p.m.
Accommodation, mixed train.	7:40 a.m.	7:55 a.m.

FORT WORTH AND DENVER.

SOUTH BOUND.		
Arrive.	Leave.	
North bound.	4:20 p.m.	5:35 a.m.
South bound.	4:20 p.m.	5:35 a.m.
NORTH BOUND.		
Arrive.	Leave.	
All the above from the Union Depot.		
C. D. Lusk, Ticket Agent.		

HOUSTON AND TEXAS CENTRAL.

Leave.		
Arrive.	Leave.	
Express trains.	2:30 p.m.	12:50 a.m.
Mixed trains.	2:30 p.m.	12:50 a.m.
Depot near corner of Jones street and Daggett avenue. City office 403 Main street.		

THE RAILROADS.

The Citizens of Fort Worth Move in the Matter of Securing the St. Louis, Arkansas and Texas.

How Railroad Construction Went on in the State of Texas Yesterday.

Home Notes.

Major E. W. Cave, treasurer of the Houston and Texas Central, was in Fort Worth yesterday.

H. Thompson, representing the Pennsylvania Panhandle route, was in the city yesterday.

Tracklaying went on yesterday on the Fort Worth and Rio Grande, and thus does railroad construction continue in Texas.

The Gulf-Colorado shortened the distance from the end of its track to Paris yesterday something over a mile, and railroad construction goes on in Texas.

Governor Brown, receiver of the Texas and Pacific, and party who went west a few days ago, have returned, and spent two or three hours in Fort Worth on their homeward trip.

Nearly two miles of steel rails laid by the Southern Kansas yesterday on the road to Carson county, and railroad construction is not distressingly dull in that part of Texas.

Eleven days more and the two great Santa Fe's will join their tracks in the Indian Territory and thus railroad construction to Texas is distressingly lively to the towns out of the procession.

Over a mile of track went down on the St. Louis, Arkansas and Texas yesterday, and Sherman is preparing to sell goods in the new territory, Sherman says railroad construction in Texas is rapid.

J. Ewing Brady, the efficient and well-known young Western Union operator at the Union depot, left yesterday for his home in Pittsburg, Pa. The railroad men and many other friends here regretted to see him go, but all wish him well.

The business of the Western Union has increased so rapidly in Fort Worth that a new quartette table has been added to the office, and now operators work day and night at fourteen instruments. Manager Franklin says that in a short time four additional instruments will have to be added and operators correspondingly.

The Western Union is busy putting in in another wire between Fort Worth and Austin, which wire will be the permanent terminal of the wire. The Fort Worth business was so heavy in that direction this was found a necessity. Two wires in other directions from Fort Worth are also being put up.

Clerks Discharged.

HOUSTON, TEX., April 16.—The Texas Traffic Association discharged twenty-eight clerks today to reduce the force, rendered necessary by the inter-state commerce bill. Traffic Manager Waldo stated that the reduction might be only temporary. The association will probably adjourn Monday or Tuesday.

Judge Pardoe's Order.

El Paso, Tex., April 16.—Judge Pardoe's order exempting the Texas and Pacific railway from the operation of the fourth section of the interstate commerce bill was variously commented on. The business men of El Paso regard it with satisfaction, but all other railroads here, other than the Texas and Pacific, are bitterly opposed to what they term

"gross injustice and official favoritism."

It was said the Texas and Pacific monopoly of the Mexican freight business. It is said the Atchison, Topeka and Santa Fe, which owns the Mexican Central road, will fight it bitterly. Governor Sheldon in an interview today said that the Texas and Pacific rates to Mexico would be low enough to enable it to compete with Vera Cruz freights.

Visiting Magnates.

SPECIAL TO THE GAZETTE.

KALAMAZOO, Mich., April 16.—Colonel William H. Newman, Oscar S. Murray, J. E. Galbraith and B. W. McCullough of the Missouri Pacific Company arrived in the city this evening from Houston, where they have been attending a rate meeting of the Texas Traffic Association. They are being entertained to-night by a number of their friends.

White Wright Roads.

SPECIAL TO THE GAZETTE.

WHITEWRIGHT, Tex., April 16.—Mr. Jans, division engineer, and assistants, have about completed their work between here and Sherman, on the St. Louis, Arkansas and Texas Railroad. They are now tracing the line.

Our citizens are anxiously awaiting the developments in the proposed railroad from Fort Worth via this place to Arthur City.

Passes will be granted.

SPECIAL TO THE GAZETTE.

DENVER, Colo., April 16.—Judge W. J. Austin, president of the State Farmers' Association, has received a communication from the traffic commissioner, Colonel J. Waldo, to the effect that, according to previous promise, passes will be granted to the delegates to the State Farmers' Association to be held at Temple, May 11 next. The names of delegate holders should be sent to Secretary Stewart Harrison at Fort Worth, stating the road over which they wish to pass.

The Denver and Rio Grande.

DENVER, Colo., April 16.—The news says that at a meeting of the stockholders of the Denver and Rio Grande held in New York nearly two weeks ago the resignation of President W. S. Jackson was accepted and David H. Moffatt, president of the First National Bank of Denver, was unanimously elected as his successor. Moffatt will retain the position of president of the bank, a meeting of stockholders will be held in this city May 2, when he will be formally elected. The cause of Mr. Jackson's resignation cannot be learned. Neither he nor Moffatt will discuss the matter.

A Veiled Train.

CHICAGO, Ill., April 16.—The first trial trip of a veiled train was made yesterday afternoon on the Illinois Central Railroad. Six coaches joined together as completely as the rooms of a house and containing a large company of notable persons were drawn at high speed of sixty miles down the road from Chicago, returning in the evening. The first coach was a combined baggage room, buffet, smoker, bath and bar shop. Next came the dining car followed by three sleepers. Between each pair of coaches on the edge of the steps a wooden wall partition was erected. The partitions were joined by rubber bagging which allowed to every nook of the train, but with the partitions formed a perfect vestibule between each couple of coaches. The Pullman Company are the originators of the device. This system will, it is said, be adopted by one of the roads to run from Chicago to New York.

ST. LOUIS, ARKANSAS AND TEXAS.

THE "FRISCO" A CERTAINTY—THE ST. LOUIS, ARKANSAS AND TEXAS ALMOST A CERTAINTY.

Greenville is never satisfied with one conquest. However great their triumph, it is only an incentive to yet greater endeavors. The securing of the "Frisco" is one of her most brilliant achievements. The ink that signed the guarantee to this road has scarcely dried, and yet she is buckling on her armor for more victorious struggles. This time it is to win the St. Louis, Arkansas and Texas. Messrs. T. H. King and J. M. Cook leave today for Fort Worth, where they will to-morrow, in conjunction with the Fort Worth committee and a committee from Plano, meet the officers of the St. Louis, Arkansas and Texas, who will make them a proposition for the extension of the road from some point in Hunt or Hopkins county to Fort Worth. Greenville's interests will be ally represented in the conference, and the chances for securing this valuable road are as flattering as could be desired. (Greenville Banner.)

Waco Notes.

SPECIAL TO THE GAZETTE.

WACO, TEX., April 16.—So far as the local agents of the railroad, in Waco have been notified, rates under the inter-state commerce bill do not materially affect Texas. Local rates, of course remain unchanged. Cotton rates to Liverpool are \$119 by steam; wool to Boston, in sacks, \$1.00; in bales, \$1.50; to New York, in sacks or bales, \$1.45; rates are just the same as they were before to St. Louis, Chicago, Cincinnati, Louisville and New Orleans. While there is no material change in Texas, shippers from California and the western territories have their rates raised to figures that are surprising. For instance, the item of wool from California for 72 cents per 100 pounds is now charged at the rate of \$4.60 per 100 pounds. There may be changes in rates on freights from Texas, but up to this time the agents have not received any instructions.

There is an average of five trains, each train containing from sixteen to eighteen

cars, loaded with cattle passing through Waco daily over the Missouri-Pacific going north. Most of these cattle go to Fort Worth and are then driven to Kansas, where they are driven to the Panhandle range and to Kansas.

Merchants here state that the effects of the inter-state bill on freight rates have not been felt here to any material extent. It is true there is a slight increase over the late pool rates, but it does not amount to much. Everybody, railroads and shippers, seems to be waiting placidly for the construction which the commissioners will place on the provisions of the law, especially as regards the long haul.

The Effect of It.

NEW YORK, April 16.—The Tribune says inquiries made by Bradstreet's as to the effect of the operation of the inter-state commerce law have received a favorable return as a rule. Cotton piece goods of the new classifications under the law, causes a nominal advance of 50 per cent. Leading grocery staples are affected variously. The principal change being an advance in sugar rates from 18 to 25 cents per 100 pounds from New York to Chicago. Hardware and cutlery suffer an advance of 5 cents, while heavy forms of iron and ore are 5 and 10 cents lower.

While the rate on pig iron is apparently left unchanged, there is actually an increased rate, because the old tariff was not maintained. The point to complaints from lumber shippers is found in the fact that the rate was cut on January 4 to 34 cents and against this figure 13 cents is a heavy advance.

Changes in rail rates on leading articles shipped from Philadelphia to interior points do not differ materially from those on New York.

As regards Boston the principal effect of the law is the abolition of the lower rate on export grain allowed to that port and this point, will probably be laid before the commission. The Pacific roads have reacted from the extremely low rates they took at the outset, but even now their rates on wool from San Francisco to Boston are so high as to prevent land shipment.

At Chicago the most notable effect was the falling off in east-bound shipments to 71,000 tons week before last to 16,000 tons last week.

ST. LOUIS, ARKANSAS AND TEXAS.

A ROUSING MEETING HELD AT THE COURT HOUSE TO SECURE THE ROAD.

The courthouse was well filled yesterday morning with representative citizens of Fort Worth who showed a determination to put through to a successful issue what they had come to do. Besides the home people there were present J. M. Cook and R. R. Nolan, the Greenville committee, J. T. Kenrick and J. P. Lipscomb and L. Wall from Grapevine.

Colonel K. M. Wynne was made chairman, when Colonel Peter Smith addressed the meeting at some length. He said that the rumors which had been circulated to the effect that the engineering corps of the St. Louis, Arkansas and Texas had been permanently withdrawn and the road paid off, had been positively denied by telegrams from President S. W. Fordyce, and no one could question the reliability of statements from so good a source.

The engineers were, Colonel Fordyce stated in his telegram, and the road was to be built and then it made no difference to the cities mentioned whether Dallas got her line or not. He urged speedy action and a liberal spirit.

A number of calls were made for Mr. Cook of Greenville, who addressed the meeting. He declared that the road was to be built and then it made no difference to the cities mentioned whether Dallas got her line or not. He urged speedy action and a liberal spirit.

Another scene of confusion ensued, and what assurance in regard to securing the right of way. Mr. Cook said there could be no doubt that Dallas had made a big offer for the road, just how big he could not say, but they wanted the road there, and they would have it.

It was decided to have a Fort Worth committee of five to act with the committee named above, and Colonel Peter Smith, Joseph H. Brown, Colonel W. M. Harrison, Major K. M. VanZandt and A. M. Carter were selected as the men to serve.

After adjournment of the mass meeting the eleven committees held a lengthy conference and placed the matter in tangible shape, when they adjourned to meet some day late in April at Plano.

In the meantime the committee of the different cities will confer with their own people and see what place will do while the central committee will at once open correspondence with President Fordyce.

An Accident.

POTTSBORO, Tex., April 16.—Mrs. M. H. Neff, wife of ex-Mayor A. A. Neff, together with her daughter Jola aged about fourteen, and son aged ten, were going to Denison in a buggy. About two miles from here as they were going down hill some parts of the harness broke, the horse ran off and smashed up things against a tree, bruising Mrs. Neff considerably and breaking the buggy's leg.

The son came to the rescue, and Pottsboro for assistance. Drs. Carr and Parrish set the limb and the patient is doing well.

Marine Intelligence.

SPECIAL TO THE GAZETTE.

GALVESTON, TEX., April 16.—Arrived: Steamship Alamo from New York.

Chronic Coughs and Colds.

And all diseases of the Throat and Lungs can be cured by the use of SCOTT'S EMULSION, as it contains the healing virtues of cod liver oil and hypophosphites.

It is a beautiful, creamy emulsion, palatable as milk, easily digested and can be taken by the most delicate invalids.

SCOTT'S EMULSION is the remedy par excellence for chronic Coughs and Colds, and for all diseases of the Throat and Lungs, to say nothing of the many other ailments to which it is so well adapted.

W. S. CONNELL, M. D., Manchester, N. H.

FOREIGN AFFAIRS.

A Stormy Scene Reported on the Floor of the British House of Commons. The Life Exchanged.

A Motion to Suspend Healy is Carried. Sexton is Roughly Treated but Defends Himself.

England.

IN THE COMMONS.

LONDON, April 16.—The House of Commons was a scene of great excitement last night. During the debate on the co-operation bill Major Sanderson, Conservative, in the course of his speech said the National League was supported mainly by criminal dynamiters and murderers across the Atlantic. He did not charge the gentlemen opposite with embracing their nature. The responsibility rests with men who were murderers.

Healy arose to a point of order. The speaker replied that Major Sanderson made the gravest charges, but that those who were not murderers, He himself, was unable to interfere. Healy responded that he would say what he thought of Sanderson regardless of the consequences. If Mr. Sanderson referred to him, he had no hesitation in saying Sanderson was a liar. This remark was greeted with rousing Parnellite cheers.

The speaker called upon Healy to withdraw his expression.

Healy took the floor and said: "I am only able to meet the charge in one way. I will say that Major Sanderson, in order, my expression is equally in order; if you rule him out of order, I shall withdraw my expression."

The speaker—that's not so. Major Sanderson made a charge of the gravest nature. The responsibility rests with men who were murderers. Healy responded that he would say what he thought of Sanderson regardless of the consequences. If Mr. Sanderson referred to him, he had no hesitation in saying Sanderson was a liar. This remark was greeted with rousing Parnellite cheers.

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on a force of Ghilzi rebels and killed 200 of them. Several villages in the disturbed district of Afghanistan have been destroyed by fire. A number of other tribes than the Ghilzis are joining the rebellion against the authority of the Amir. It is reported that Russians are making an advance by slow stages toward Zhetysay, which place is about 140 miles northwest of Herat.

Germany.